

West Virginia Writers' Project  
RESEARCH IDENTIFICATION REPORT

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## Bridges

In 1900 there were no hard surfaced roads in the county, and very few bridges across the streams. However, after the coming of the railroad and the timber industry began to flourish, there seems to have been an awakening to the need of better roads and especially of bridges. From 1900 to 1920 almost all of the larger streams were bridged as well as many of the smaller ones.

In 1906 a bridge was built across Stamping Creek at Millpoint by the Penn Bridge Company for the sum of \$494. This same company also built three bridges across Greenbrier river.

"A contract entered into on July 2, 1907 between the Penn Bridge Company of Beaver Falls, Penn., a Corporation under the laws of Pennsylvania, parties of the first part, and the County Court of Pocahontas County state of West Virginia, parties of the second part."

Said company to furnish all materials and labor necessary to construct and complete ready for travel three highway bridges over Greenbrier river; one at Clover Lick; one at Sitlington, and one at Cass, all at points designated by the county court of Pocahontas County.

Said company to be ready to begin construction by October 15, 1907 and to have the bridges ready for travel on or before the first day of December, 1907.

The parties of the second part to pay the parties



of the first part \$13,700.

signed---John Ligon, Pres.

W. A. G. Sharp)

W. H. Hull )

Members of Court

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Bridge at Buckeye

Constructed by the Harris Bridge Company of Pittsburg, Pa.

A bridge 260 feet long, with two spans, and a 12 foot roadway in the clear, no footway. The contract was made on Feb. 2, 1909. The County Court was to pay the company the gross price of \$7952.

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On August 24, 1909 a contract was entered into by the York Bridge Company of York, Pennsylvania, parties of the first part, and W. A. G. Sharp, Pres., James R. Darnell, and R. S. Hickman, Commissioners of the County Court for two bridges; one across the West Prong of the Greenbrier River near Durbin, and the other over Knapps Creek near Driscoll (Minnehaha Springs). The Durbin bridge to be 167 feet long with a 14 foot roadway. The Minnehaha Springs bridge to be 98 feet long with a 12 foot roadway, fills and approaches to be of earth and stone. This old bridge at Minnehaha Springs is still in use. On November 23, 1909 the York Bridge Company was awarded a contract to build a bridge across Knapps Creek at Huntersville. 122½ feet long with a 14 foot roadway, at a cost of \$2000. This bridge is also still in use.



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On June 28, 1910, the York Bridge Company was given a contract to build a bridge across Stony creek at Campbelltown, 1 span 65 feet long with a 14 foot roadway at a cost of \$775.

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A contract signed August 23, 1910 awarded the contract for a bridge across Deer creek, near John n. Warwicks, to the Owego bridge Company of Owego, N. Y. 98 feet long, 14 foot roadway, at a cost of \$1040.

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In 1912 three bridges were built by the Lutten Bridge company of York, Pennsylvania; one across Douthards creek, one across Swago creek at Buckeye, and the other across Sitlington Creek near Dunmore, at a total cost of \$6270.

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In 1914 the bridge across the East prong of Greenbrier River, between Thornwood and Bartow, was built by the Farris Bridge Company of Pittsburg, Penn. 161 feet long, a 14 foot roadway, at a cost of \$2385.

County Court members ( N. R. Price, Pres.  
( B. M. Arbogast  
( J. S. McNeel

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The two bridges across the East and the West prongs of the Greenbrier River replaced foot bridges built in 1901 by H. B. Kerr.